



WEDNESDAY, MARCH 23

7:30 am  
BREAKFAST

8:30 am  
WELCOME

*Steve Hansen,  
NATCA Safety Committee Chair*

8:40 am  
KEYNOTE ADDRESS  
*Michael Whitaker, FAA Deputy  
Administrator*

9:30 am  
PANEL  
*Improving Safety Through  
Collaboration*

11:00 am  
BREAK

11:45 am  
PANEL  
*International Air Navigation  
Service Provider (ANSP) Fireside  
Chat*

12:45 pm  
LUNCH  
*Capt. Al Haynes*

2:45 pm  
WORKSHOPS

3:45 pm  
BREAK

4:15 pm  
WORKSHOPS

*For full agenda,  
see page 16*

# NATCA

## DAILY DISPATCH

WEDNESDAY, MARCH 23, 2016

### RECAP: Gordon Graham Wows CFS Crowd

Professional Risk Manager Gordon Graham wowed the Communicating for Safety audience for the third straight year, this time with his “Five Concurrent Themes for Success” presentation. He explored how the discipline of risk management, coupled with an understanding of systems and complemented with customer service, accountability, and integrity, can all work together to assure that things get done right.

Enjoy some words of wisdom from the distinguished speaker, who kept the entire room riveted for two full hours:

“Everything we do involves a level of risk.”

“Remember the importance of vigilance and random irregularity.”

“Whatever you’re doing, in whatever your job is, you must ask, ‘What’s the risk involved in what I’m doing and how can I best manage that risk?’”

“Arrogance: rules don’t apply to me; ignorance: I had no idea we have a rule on that; and complacency: we’ve always done it this way and we haven’t had a problem yet. In the high-risk world you live in, if you have arrogance, ignorance, and complacency in the workplace around you, you have a huge problem.”

“The spawn of idiots are idiots and we don’t need more idiots.”

“When all of the holes in the Swiss cheese line up there and you’ve got a Bud, you’ve got a big problem. We’ve got to address the Buds. Buds are a problem lying in wait.”

“You’ve got to know who your customers are and make sure you’re giving them good customer service.”

“Private sectors figured it out. You piss off enough people and you’re out of business. Government has no clue on customer



service and worse than that, we think we do.”

“Service. Service. Service. Service. Service. Service. Service.”

“When I take over as Attorney General, my first investigation is going to be on the scam that is Starbucks.”

Too many people think customer service means I’m technically competent. Yeah, you’re technically competent, but don’t forget the dignity and respect component. Too many people forget the basic rules of dignity and respect. Rule 1: You treat people the way you’d like to be treated. Rule 2: Smile a little bit. Be happy. I am so fed up with stupid people going through life with this perpetual frown on their face.”

“If you’re not happy with your job I’ve got four words for you. Get Out. There’s a ‘T’ ‘F’ in the middle that I can’t say.”

“You’re air traffic controllers. Every day you work you get the opportunity to make a difference in someone’s life. If all you do in your entire career is avoid that one midair collision that’s great!”

“If B is caused by A, let’s fix A.”

“Every day we’ve got the opportunity to really make a difference in peoples lives and you do it every day. 70,000 flights in this country every day and you’re doing it right. You’re technically competent and you’re making it happen. Whenever you can, try to add a little value to it, and make some ‘wow.’ Be technically competent, treat people right, and always look for the next best way.”

*continued on page 9*



12TH ANNUAL  
**ARCHIE  
LEAGUE**  
MEDAL OF SAFETY  
AWARDS  
MARCH 23, 2016  
RECEPTION • 6:30 PM  
BANQUET • 7:30 PM  
TICKET REQUIRED  
FOR ADMISSION

**#NATCACFS**

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conversation  
via the CFS  
social wall!**



AIR TRAFFIC MANAGEMENT

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# Raytheon



## WEDNESDAY: PANEL PREVIEWS

→ 9:30 am

### Improving Safety Through Collaboration

MODERATORS:

Steve Wallace

Collaboration Facilitator,  
NATCA

Vern Huffman

Collaboration Facilitator,  
FAA

Collaboration facilitators Steve Wallace of NATCA and Vern Huffman from the Federal Aviation Administration (FAA) will co-moderate today's panel, Improving Safety Through Collaboration. They will focus on teamwork, how highly collaborative teams conduct business every day, and how they help facilities recover when things go wrong.

"Our intent is to highlight good practices from three facilities and some of the science behind teams and teamwork," Wallace said. "We hope that the audience will gain a deeper understanding of what it means to collaborate in the interest of safety along with a few tips and suggestions on how to get teams of people working together more effectively."

While the core of FAA employees' jobs is very serious in nature, Wallace said, highly collaborative teams of people are able to solve extremely complex problems in a way that is not only positive for the workforce but also educational and acceptable by all in the process.

At every highly collaborative facility that Wallace and Huffman have visited, one thing is always evident from the moment they walk into the building, Wallace said: "they have a facility standard of excellence or a commonly understood motto that everything else is built around."

"We intend to spread the message that this is something that is facility-specific and derived by the workforce," he said. "It's not something that one person says everyone will do or how they will act. It's something that everyone plays a part in."

→ 11:45 am

### International Air Navigation Service Provider (ANSP) Fireside Chat

Across the modern world, Air Navigation Service Providers (ANSPs) in different countries have taken different approaches to governing their air traffic operations and safety regulators. The United States has a fully government-owned, operated, and regulated system, but in most countries that is not the case. Today, NATCA President Paul Rinaldi will sit down with union leaders from Canada, Great Britain, and Australia to discuss the pros and cons of each country's operations.

Each country has a different model for governing its air traffic control organizations and keeping its airspace safe. With FAA Reauthorization being discussed in both the House and Senate, NATCA has thoroughly studied these international organizations to ensure that any change that were to occur in the U.S. would implement these organizations' best aspects, and observe the lessons these organizations learned during their transitions. A government chartered not-for-profit, a quasi-government corporation, and a government owned corporation comprise these countries' ANSPs. Joining Rinaldi for this important discussion are Peter Duffey, President of the Canadian Air Traffic Control Association; Paul Winstanley, Prospect, ATCOs Branch Chair; and Daryl Hickey, Civil Air President.



## SAAB'S REMOTE TOWER A REVOLUTION IN AIR TRAFFIC CONTROL SYSTEMS

As air traffic continues to increase, a greater demand is experienced on airport owners, operators and air navigation service providers.

Saab's Remote Tower incorporates new surveillance systems and monitoring platforms, providing superior tracking and guidance. The system sends enhanced 360° views of an airport to controllers, enabling them to operate remotely and perform their duties as if in a physical tower.

Saab's Remote Tower technology enhances airport capabilities and improves situational awareness, efficiency and safety. This breakthrough technology is currently undergoing operational testing at Leesburg Executive Airport in Virginia.

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## AGAINST ALL ODDS:

### United Airlines Flight 232 Capt. Alfred Haynes

Nearly 300 people were aboard the seemingly normal United Airlines Flight 232 that departed Denver, headed for Chicago, on July 19, 1989.

Sixty-seven minutes into the flight, Captain Alfred Haynes notified Minneapolis air traffic control that the number two engine had failed, and the aircraft was only marginally controllable. The flight crew had to make an emergency landing, so they steered the aircraft towards the closest airport at that moment – Sioux City, Iowa. As they tried to guide the plane in to land, witnesses say the right wing dipped slightly and hit the ground, sending the plane into cartwheels and into a cornfield between runways. Of the 296 souls on board, 184 survived the crash.



Today, Haynes will discuss the crash landing, and how five main factors contributed to the survival of those 184 people: luck, communication, preparation, execution, and cooperation. Haynes believes impeccable air traffic control assistance, effective cockpit and cabin crew training, proper inter-communications training among ground units, and proper use of available facilities also made a huge difference in the survival rate.

Haynes, who retired in 1991, has given nearly 2,000 presentations, raising money for charities while never accepting any money for himself. His goal is to educate other pilots, air traffic controllers, flight attendants, emergency crews, and emergency planners. His narrative of the "Against All Odds" crash landing is a tremendous teaching tool.

Haynes was born in Paris, Texas, and was raised in Dallas. He attended Texas A&M University before joining the Naval Aviation Cadet Training program in 1952. He was released from the service in 1956 after serving as a marine aviator. He joined United Airlines that year as a flight engineer, and served in that capacity until his promotion to first officer in 1963. He flew the DC-6, DC-7, DC-8, Boeing 727, and DC-10. Haynes was promoted to captain in 1985 and flew the Boeing 727 and DC-10 until his retirement, accumulating over 27,000 hours of flight time. Haynes has been a volunteer umpire for Little League Baseball for the past 40 years, and a stadium announcer for high school football for the past 35 years.



## TUESDAY: PANEL RECAPS

### → Remote Towers

The Remote Tower Systems panel discussion Tuesday gave CFS attendees a balanced look at one of the ATC world's newest technologies. But the wisest bit of advice for how to proceed may have come from Daryl Hickey, President of Civil Air, Australia.

"We don't like change for change sake," said Hickey, whose statement was met by loud applause from fellow controllers in the audience. "First, prove it is better and at least as safe as we currently have. That is why it is so good to have NATCA involved."

NATCA is a collaborative participant in the current testing and development of a Remote Tower System at Leesburg, Va., near Washington Dulles Airport in Class B airspace. The technology was successfully installed at an airport in Sweden, but as NATCA Remote Tower Representative Kieron Heflin rightly pointed out, there are important differences between Sweden and U.S. air traffic.

"They have a couple thousand ops in Sweden and most are scheduled. The majority of aircraft are quite larger," he said. "Leesburg is Cherokees and Cessnas. That makes a big difference. But NATCA is honored to be involved in the testing. We want to help ensure integrity in the NAS. We believe Remote Towers can augment air traffic services."

Virginia SATSLab, Inc., Executive Director Keith McCrea said the goals of Remote Towers are greater safety margins for VFR traffic and reduced arrival and departure delays for IFR traffic. "What we ultimately want to do is show this technology can be transferred into the NAS," he said.

### → Pilot/Controller Communications

A controller in the audience raised a serious issue during Tuesday's pilot/controller communications panel: dropped call signs. While addressing the panel, the controller said "I don't want to be that guy," that continually has to remind pilots to use their call signs during transmissions.

But panelist John Drexler, Director for ATC Procedures at Air Line Pilots Association, Int'l, was adamant in his response. "I want all of you to be that guy," he said. "Enforce appropriate phraseology. Make them do it. We need it."

Panel moderator and NATCA Professional Standards Co-Lead and Procedures Representative Andy Marosvari reinforced the message, saying, "Controllers need to hear that call sign with each and every clearance."

Marosvari set the tone early in the panel, stating "everything we do as controllers requires effective communications."

NATCA member Jennie Sandland (Anchorage Center) said a big part of effective communications is standard phraseology. "Keep it short," she said. "Standard phraseology is so important. With (General Aviation) communications, that's even much more critical. But it takes modeling it. As controllers, we need to model that standard phraseology."

A common theme of the panel was concise, effective, and clear communications during critical phases of flight. Panelists John Peschio of Southwest Airlines and Dave Callen of the Las Vegas Police Department joined Drexler in providing good insight from the flight deck perspective.

### → Challenges of Integrating UAS into the NAS

One of the most exciting and challenging areas in aviation today is the world of Unmanned Aircraft Systems (UAS). NATCA UAS Representative Steve Weidner moderated a panel showcasing the spectrum of these systems. The panel included: Marke "Hoot" Gibson, FAA Senior Advisor on UAS

Integration; Steve Pennington, Executive Director, Department of Defense Policy Board on FAA; Parimal Kopardekar, Program Manager, NASA Unmanned Traffic Management; Keziah Ogutu, IFATCA EVP Africa & Middle East; and Travis Mason, Chief of Staff, Google X – Project Wing.

Pennington spoke about UAS use by the military, and explained that their priority is making sure UAS pilots are the best individuals for the job. UAS pilots now comprise the largest community of pilots in the Air Force, and UAS operations are growing rapidly for all sizes of aircraft.

As UAS become more common, Kopardekar said that we "must respect the tradition of safety." While there are many exciting applications for UAS from security, to photography, to delivery and beyond, we need to enable efficiency and capacity to integrate them into higher altitude airspace.

When the UK's Remotely Piloted Air System began conducting operations in Kenya where Ogutu works, they created some confusion for the controllers. Controllers wanted to know how to handle these large UAS. Some of the questions that came up are the essential issues we face with UAS, such as, "What rules govern these operations?" "What training do pilots and controllers need to manage them?" "What are the liabilities

Hickey said a Remote Tower trial failed at Alice Springs, Australia. Bandwidth and staffing shortages were issues. That has shaped his measured approach to the technology. "We have to find out if it really makes it safer," he said. "We need to be quite clear what level of service it actually is that we are providing."

International Federation of Air Traffic Controllers' Associations President and CEO Patrik Peters sounded a tone of both optimism and caution. "Ten years ago, we were laughing at this but what we see today is superb. The movement to infrared cameras is what I found highly interesting," he said. However, he added, "Economic must not be the driver on this. It must be safe."

McCrea said that the technology captures hazards, like birds, and the benefits "somewhat mitigate some of the anomalies we have." For example, the technology compresses the 360-degree field of view into 180 degrees.

"The bottom line is it really has to do with economy of speech in terms of getting what you want from us," Drexler said. "We are busy ensuring the aircraft is properly configured, and we have multi-channel operations going on at that point (in critical phase of flight). If we get a long clearance, most pilots know what to expect. They will focus on the numbers. But again, especially in the terminal environment, it's busy for you, and it's busy for us. We need to keep it simple, quick and concise."

"It all comes down to communication," Peschio said. "Plain English works. Without you knowing that, there's no way for you to help us. We're all in agreement there."

The panel featured several video presentations featuring several pilots who talked with NATCA about their views on effective communications. Several pilots noted the value of visiting their local air traffic control facility. Similarly, pilots and controllers in the audience who addressed the panel and the crowd stated how much they wished the Flight Deck Training program could be revamped and improved.

involved?" IFATCA took up the issue in 2005, and established its position that unmanned aircraft should be in compliance with the same ICAO standards as manned aircraft.

Mason said Google X's mission is to solve huge problems with breakthrough technology to find radical solutions. One of them is the inefficiency of ground transportation. Through coordination and collaboration, they hope to keep the public safe and implement a UAS delivery service. Some of the main ways he hopes to accomplish this are UAS registration and a pilot licensing, cooperation on procedures, collision avoidance, position sharing, and airspace services regulations and policies.

All of the panelists agreed that safety was the number one priority. Gibson closed the panel by underlining the essential importance of this discussion, "This is the most fundamental change in aviation in our lifetimes. What ever we do has to be done safely and as a community."





## SPOTLIGHT: AWARDS LUNCHEON

During yesterday's awards luncheon, some of NATCA's most dedicated members and volunteers were recognized for their work.

Jennifer Van Rooy presented this year's Future Leader award to **Ben Dodd**, who read aloud his essay about how his fellow members and future leaders inspire him to be a dedicated NATCA member and give back to this Union.

Elena Nash presented **Steve Purrello** of Mercy Flight/Angel Flight Southeast with a \$5,000 donation from NATCA Charitable Foundation (NCF).

NATCA TAMR lead Mitch Herrick, and Michael Espinola, Raytheon director for ATC, presented plaques to the nine TRACONS that have successfully transitioned to STARS: Dallas/Fort Worth TRACON, Denver TRACON, Louisville Standiford, Northern California TRACON, Southern California TRACON, Atlanta TRACON, Minneapolis TRACON, St. Louis TRACON, and Potomac TRACON.

Mitch Herrick also presented awards to three members of the TAMR team who have gone above and beyond helping make these transitions a reality: **Candy Barr**, OSF Specialist; **Tim Poer**, for his dedication and hard work, and **Doug Peterson**, Segment 1 lead for large TRACONS.

Peterson was also recognized as Raytheon's fourth annual Controller of the Year award winner for improving safety through modernization. Bob Delorge, Raytheon Vice President of Transportation and Support Service Mission Area, introduced the award.

OSHA Committee Chair Mike Odryna gave out this year's Helping Hearts award to **Birmingham Tower and TRACON** for having the highest percentage of employees trained in CPR and AEDs. As part of the Public Access to Defibrillators (PAD) program, the OSHA Committee has worked to get as many facilities and members trained to use AEDs. To date, 12,000 people have been trained and 1,400 defibrillators have been deployed throughout the FAA. They have been used 11 times and saved six lives since 2009.

Elena Nash gave NCF's Volunteer of the Year award to **Christine Prestia**, someone Nash said sacrifices her time, energy, and humor to making NCF a successful organization.

A new Professionalism Award was presented by Garth Koleszar, Andy Marosvari, and Jeff Richards. The winners were selected based on nominations sent to the NATCA National Professional Standards Committee. Each winner has displayed the qualities of a Professional Air Traffic Controller over their entire career. They lead by example and their actions continually promote professionalism. The winners were **Dan Rossmango**, (ZLA) from the Western Service Area, **Randy Clark** (MCI) from the Central Service Area, and **Dave Fournier** (ZME) from the Eastern Service Area.

Trish Gilbert presented the Steve Hansen Safety Advocate Award. This award was first given in 2011 to Hansen and is presented each year to a NATCA member who has made extraordinary achievements and has worked tirelessly on NATCA's behalf to be a leader in furthering the cause of aviation safety.

Past winners Hansen, Mike Blake, Marosvari, Leanne Martin, and Chad Sneve have each shown their passion for safety. This year's winner is no different. **Jeff Woods** has been a controller in the FAA since 2001, at Beaumont ATCT, Houston Center, and Houston TRACON (I90). Before his FAA career he served our country in the U.S. Navy. He has held many Union positions, serving as the I90 Secretary from 2009 to 2011 and VP from Sept. 2011 to May 2012. He became one of the national representatives to OAPM in May 2012, currently serves as the NATCA Representative to the Program Management Office, and is a member of the newly-formed National Safety & Tech Leadership Council.

Gilbert said Woods has a passion for the Union and a unique ability to pull groups together to break down barriers. His talents have been invaluable to moving many national projects forward, she said.



### Aviation Weather

FAA Air Traffic Organization (ATO) Chief Operating Officer Teri Bristol, in opening Tuesday's aviation weather panel, said despite the advancements and updates happening throughout the aviation community, weather has remained a constant.

"Seventy-five percent of all weather-related accidents are fatal," she said. "We have the opportunity to make a big difference and save lives on a daily basis."

Panelists Matt Tucker, NATCA Weather Representative, Bruce Landsberg, Senior Safety Advisor, AOPA; Mike Schilz, Safety and Information Analysis Program, ALPA; and Matt Cabak, Safety Focal, SUPCOM, ATO, took on how to make that difference head-on.

Moderators Jim Ullmann, Deputy Director of Safety and Technology, NATCA, and Terry Biggio, VP of Safety and Technical Training, ATO, emphasized the importance of understanding weather and communication between pilots and controllers to keep the National Airspace System safe. In fact, a majority of Archie League Medal of Safety Award-nominated events are related to weather.

Schilz described how weather information available to pilots prior to takeoff can often be up to three hours old, saying "it is important to fill the gap between what pilots have access to and what controllers have access to."

"We must establish an appropriate level of communication," Landsberg continued. With a large portion of the workforce retiring in the air traffic controller and pilot communities, it is more important than ever to be aware of the range of experience on the ground and in the air. "Asking questions can make a huge difference in preventing accidents," he said.

Tucker explained how NextGen technologies could be used to help fill that gap. When dealing with weather, the most up-to-date information is power. "The goal is to have it embedded in automation," he said.

Air traffic controllers can assist pilots by reaching out and giving guidance. Panelists agreed that a well-placed question can make all of the difference.

"We need to take it upon ourselves," said Cabak. "We need to take the opportunity to peer coach. There is a wealth of knowledge at this conference that you now possess. It is incumbent upon you to share it with a new generation."

The panelists also discussed the importance of voluntary safety reporting in improving how weather events are handled. Collecting information and data, sharing that information, and using it for training within NATCA and the FAA will allow us to learn from weather-related experiences and prevent dangerous situations from happening again.





## ARCHIE LEAGUE MEDAL OF SAFETY AWARDS



For the last 12 years, the Archie League Medal of Safety Awards banquet has paid homage to heroic flight assists that exemplify the dedication, professionalism, and commitment of our members. This year is no different. We are featuring winners in each issue of the Daily Dispatch so you can better understand the events that led them to win the award.

Today we have the honor of introducing Southern Region winners Donald Blatnik III (F11) and Kenneth Scheele (F11), Southwest Region winners Wade H. Martin IV (DAL) and Nick Valadez (DAL), and Western Pacific Region winners Ryan Nines (NCT), William L. Hoppe Jr. (NCT), and Luis Ramirez (NCT).

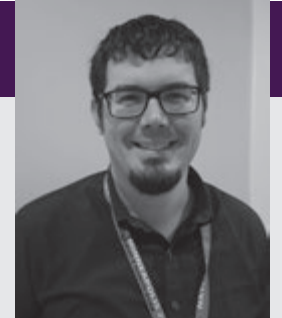
### Southern Region

On April 18, 2015, Donald Blatnik was training Kenneth Scheele during a busy session on East Departure at Central Florida TRACON (F11) when the pilot of a Cessna reported low engine pressure and requested to land at the nearest airport. Blatnik immediately took over the position and frequency in order to assist the aircraft. The pilot reported that his engine and oil pressure were rapidly worsening while Blatnik continued to work the other aircraft in his saturated airspace. Blatnik was updating the pilot with the location of nearby aircraft and the distance to the nearest airport, Space Coast Regional Airport (TIX), when the pilot declared an emergency.

Blatnik continued to relay important information to the struggling pilot. Scheele coordinated a descent path with the controller in charge of the lower airspace, directing aircraft away from the Cessna. Scheele also coordinated with the tower at TIX to ensure there would be no traffic in the aircraft's path. At this point, the pilot was beginning to sound extremely stressed, but Blatnik's calm and steady communications to the pilot ensured his safe descent. Blatnik cleared him for visual approach to TIX and the aircraft landed safely, but caught fire on the runway shortly after the pilot safely exited the aircraft. Blatnik and Scheele's quick actions and successful teamwork that day saved the pilot's life.



**DONALD  
BLATNIK III**  
F11



**KENNETH  
SCHEELE**  
F11

### Southwest Region

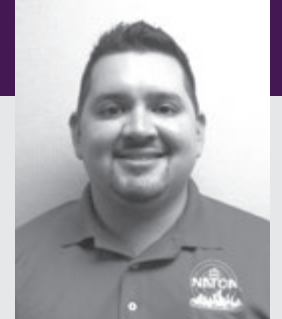
Late at night on Oct. 11, 2015, at Dallas/Love Field (DAL) a Piper had a clear takeoff from Runway 13. Shortly after liftoff, however, the aircraft suffered a complete electrical failure. The pilot called 911 from his personal cell phone to attempt to get in communication with the tower, but the call was dropped. The quick-thinking dispatcher called the tower and informed the controllers on duty that a pilot in an emergency situation had attempted to call them.

The pilot called 911 again and was patched through to the tower where Wade H. Martin IV was working. Martin spoke to the pilot and arranged for a low approach with runway lights turned all the way up so the pilot could make better visual contact with the airport. Controller Nick Valadez took over all frequencies and all aircraft on the ground so Martin could focus on assisting the pilot.

Valadez asked the pilots of two different aircraft and the driver of an airport operations vehicle, which were all on the tarmac, to look up at the Piper to check its landing gear status. All three reported that the landing gear was down, which Martin relayed to the pilot. The pilot flew a left traffic pattern and indicated he would conduct a "deadstick landing" – when an aircraft loses all of its propulsive power and is forced to land. The gear remained down during the landing and the pilot came to a stop within the first 1,700 feet of the 7,752-foot runway. The driver of the airport operations vehicle reported to Martin and Valadez that the aircraft had safely landed.



**WADE H.  
MARTIN IV**  
DAL



**NICK  
VALADEZ**  
DAL

### Western Pacific Region

On Nov. 18, 2015, a Cessna departed Runway 28 from Monterey Regional Airport (MRY), heading for Lincoln Regional Airport (LHM). When the pilot reached 4,500 feet, he experienced a tumultuous ride, which he reported to ATC and requested to return to MRY. Suddenly, the aircraft's altitude dropped to 1,800 feet in a dangerous, spiraling turn.

The pilot relayed that he was having difficulty maintaining his heading and could not get back up to a good altitude. Nines stayed very calm and asked the pilot if he was OK. The pilot responded, "No." Nines advised him to roll his wings and make sure they were level. Nines, Hoppe, and Ramirez worked well together to assist the nervous pilot. Nines advised him that turning during the climb was not necessary and was hindering his ability to maintain his flight heading. Hoppe and Ramirez began scouting out the weather at nearby airports and suggested Nines instruct the pilot to climb to visual flight rules conditions. Nines informed the pilot that nearby Castle Airport (MER) was reporting visual meteorological conditions (VMC). During this time, the pilot's aircraft experienced two more upsets and loss of altitude. Each time, Nines quickly determined that it involved an unintentional turn and instructed the pilot to cease rolling the aircraft.

Thanks to the teamwork displayed by Nines, Hoppe, and Ramirez, the pilot was able to land at MER without incident.



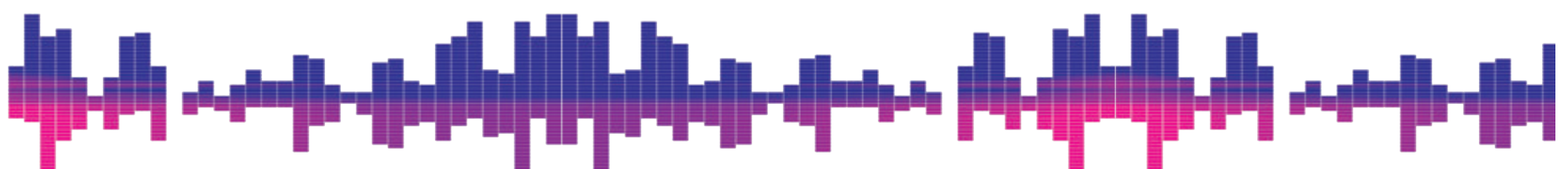
**RYAN  
NINES**  
NCT



**WILLIAM L.  
HOPPE JR.**  
NCT



**LUIS  
RAMIREZ**  
NCT



Thank you to everyone who submitted nominations in 2015. The nomination period for 2016 has already begun! Archie League Awards Coordinator Sarah Zilonis is working on a new submission form for nominations of events occurring in the calendar year of 2016. That form will soon be available at [natca.org](http://natca.org). In the meantime, please contact Sarah at [szilonis@natcadc.org](mailto:szilonis@natcadc.org) with your nomination.



# HIGHLIGHTS: CFS SOCIAL WALL

# #NATCACFS

**Kyle Beamsderfer**  
@kbeamsde

#NATCACFS classy statement on the attacks on Brussels @PaulRinaldi. NATCA STRONG. In Solidarity.

**Peter Dumont**  
@Peter\_ATCA

Great video to start the pilot/controller panel. It is always helpful to see the other side of things #NATCACFS

**James Thompson**  
@jthompson\_jimmy

#NATCACFS

SCT



**NATCA CFS**  
@NATCACFS

ZDV in the house! #NATCACFS



**Ron McAuley**  
@ronmcauley

Look who we bumped into...Gordon Graham #NATCACFS #mmhmm



**Crystal Ann**  
@CrystalLingle

Beautiful video to start off Aviation Weather. We never would ask for a thank you. It's just what we do. #ATC #wx #NATCACFS

**Jeremy Thompson**  
@IFATCA\_Bob

Paul, Trish and members of @NATCA - Thanks for the invite to #NATCACFS it's a great privilege to be here! #globalATC #commonissues

**Chris Walden**  
@Control\_freak

#NATCACFS Congrats Jeff Woods!!! Thanks for all your work.

**(EJ)**  
@EJSCV

#NATCACFS thank you Keziah Ogutu for pointing out the concerns of most every controller in attendance of integrating UAS #SafetyFirst

**Scott Nagy**  
@snagy

Everyday is a chance to make a difference in someone's life. -GG #NATCACFS

**DRE**  
@AndreasSanchez8

"Air Traffic Controllers don't like change -just for change sake"  
Well said #NATCACFS

**Rex MacLean (K1NDL)**  
@RECSRex

#NATCACFS Jennie 's comments on outreach to pilots are spot on. More outreach is needed both in and out of the cockpit.

**JimmyLandshark**  
@McClousen

Gordon Graham recommends a book on his book list, I go find that book. #NATCACFS

**INVITES YOU TO OUR BREAKOUT SESSIONS**

Wednesday, March 23<sup>rd</sup>

Two opportunities to attend:  
2:30 PM – 3:30 PM  
4 PM – 5 PM

[facilitysafety.org](http://facilitysafety.org)

BUILD YOUR OWN AGENDA		
TIME	WORKSHOP	LOCATION
2:45 - 3:45 pm	Human Factors in ATC	Skyview 4
	Partnership for Safety	Skyview 1
	Helicopter Emergency Handling	SAIC Theater
	ADS-B	Raytheon Theater
	Safety Reporting	Palace 3
	Aircraft Accident Investigation & Litigation	Bronze 4
	Collaboration	Bronze 2/3
	Air Traffic Training	Skyview 3
2:45 - 4:15 pm	Unmanned Aircraft Systems	Skyview 2
	Professional Standards Refresher (invitation only)	Palace 4
3:45 - 4:15 pm	BREAK	
4:15 - 5:15 pm	Human Factors in ATC	Skyview 4
	Partnership for Safety	Skyview 1
	Helicopter Emergency Handling	SAIC Theater
	ADS-B	Raytheon Theater
	Safety Reporting	Palace 3
	Aircraft Accident Investigation & Litigation	Bronze 4
	Collaboration	Bronze 2/3
	Air Traffic Training	Skyview 3
Unmanned Aircraft Systems	Skyview 2	



### PANEL: Remote Tower Systems



### PANEL: Pilot/Controller Communications



### MEET & GREET: Sponsors and Exhibitors





### PANEL: Challenges of Integrating UAS into the NAS



### PANEL: Aviation Weather



### GORDON GRAHAM: continued from page 1



“You’ve got built-in public support. You’re handling all these flights great. Let people know how good you are and what you’re doing.”

“Accountability is a dying word. Accountability starts when everybody in the organization knows their place with respect to systems.”

“When people suffer from arrogance, ignorance, and complacency, it’s got to be addressed proactively.”

“Know the rules that apply to your job, and my gosh, the more I learn the more I learn how complex it is. You have to know inside and out what you will do every day.”

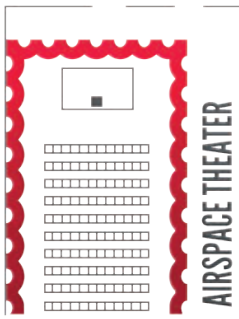
“Without the public trust, we have absolutely nothing. I don’t know if you’ve been reading the headlines I have, but public trust in government today is not that good. We have got to bring back the public trust through ethics and integrity.”

“We teach people how to do things, we don’t teach them how to think.”

“Always be up front and honest. Get yourself a process on how to think things through.”



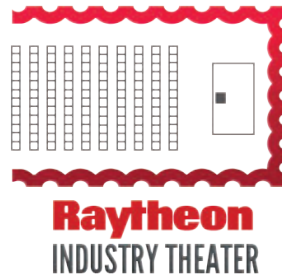
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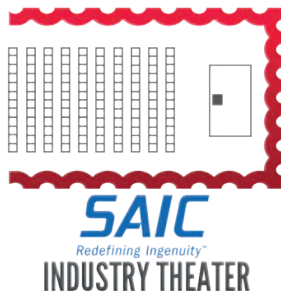
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## EXHIBIT HALL INDUSTRY THEATER PRESENTATIONS

WEDNESDAY, MARCH 23  
11:00 - 11:45 am

SAIC Theater	Raytheon Theater	Airspace Theater
<b>Thales</b>	<b>Evans Consoles:</b> <i>Slatwall Consoles Supporting Safety in the NAS</i>	<b>NATCA:</b> <i>Decision Support Tools</i>

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# NATCA EVENTS: SAVE THE DATE!



MAY 23-25, 2016  
Hyatt Capitol Hill  
Washington, D.C.  
[niw.natca.net](http://niw.natca.net)

Every year over 400 NATCA brothers and sisters come to Washington, D.C., to learn about the national issues affecting the Union, federal employees and aviation policy. Our Union continually faces new legislative challenges and this year is no exception. NATCA in Washington provides us with a tremendous opportunity to spend time on Capitol Hill, educating our elected officials on the vital work that we do for the NAS and the flying public.



MARCH 2017  
Las Vegas  
[natcacfs.com](http://natcacfs.com)



Join us next year for Communicating for Safety (CFS), the aviation industry's leading conference focusing on safety, technology, and building relationships with other aviation professionals. Moderated panels with aviation stakeholders provide opportunities for CFS attendees to openly ask questions and discuss their concerns. Topics include the effects weather and other environmental factors have on aviation safety, new technology and programs, professional standards, information sharing and safety reporting systems, pilot-controller communications, human factors, and modernization efforts.



*It's in the forecast...*

Keep a lookout for more information on the new weather safety awareness program.



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 Mark DiPalmo  
 Jay Tilles  
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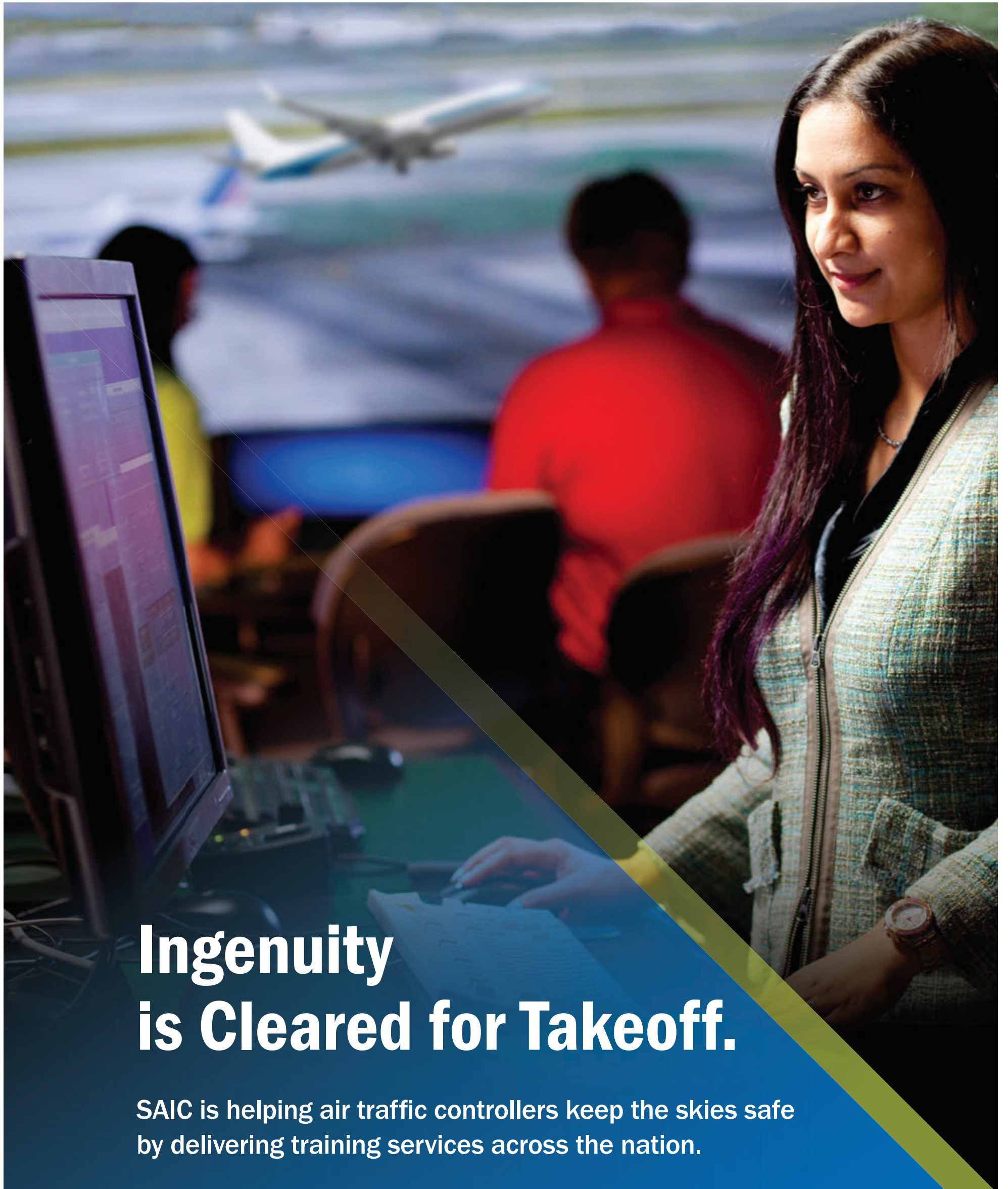
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## MONDAY AGENDA

7:30 am - 5:00 pm | REGISTRATION

Noon - 12:15 pm | WELCOME

**Steve Hansen, NATCA Safety Committee Chair**

12:15 pm - 12:45 pm | KEYNOTE ADDRESS

**Paul Rinaldi, NATCA President**

12:45 pm - 2:15 pm | PANEL

**The Pros and Cons of the Aviation Innovation Reform and Reauthorization Act (AIRR)**

*Trish Gilbert, Executive Vice President, NATCA (moderator)*

*Randy Babbitt, Sr. VP Labor Relations, Southwest Airlines*

*Tim Canoll, President, ALPA*

*David Grizzle, CEO, Dazzle Partners LLC*

*Dr. Dorothy Robyn, Former Special Assistant to the President, 1993-2001*

*Ed Wytkind, President, Transportation Trades Dept.*

2:15 pm - 3:00 pm | BREAK

3:00 pm - 4:00 pm | PANEL

**NextGen and SESAR**

*Mary McMillan, Vice President Aviation Safety and Operational Services, Inmarsat (moderator)*

*Simon Hocquard, Operations Director, NATS, UK*

*Kevin McLaughlin, NextGen Rep., NATCA*

*Eric Risdon, Executive Vice President, Professional, IFATCA*

*Donald Ward, NextGen International, FAA*

4:00 pm - 5:15 pm | PRESENTATION

**Dr. Jerry Cockrell**

5:15 pm - 7:00 pm | MEET & GREET

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Jay Tilles

## TUESDAY AGENDA

7:30 am - 8:30 am | BREAKFAST

7:30 am - 3:00 pm | REGISTRATION

8:30 am - 8:35 am | WELCOME

**Steve Hansen, NATCA Safety Committee Chair**

8:35 am - 9:35 am | PANEL

**Remote Tower Systems**

*Jeff Woods, PMO Rep., NATCA (moderator)*

*Jennifer Post, Director, Air Traffic Services, ATO (moderator)*

*Kieron Heflin, Remote Tower Rep., NATCA*

*Daryl Hickey, President, Civil Air, Australia*

*Keith McCrea, Executive Director, Virginia SATSLab, Inc.*

*Patrik Peters, President and CEO, IFATCA*

9:35 am - 10:40 am | PANEL

**Pilot/Controller Communications**

*Andy Marosvari, Procedures Rep., NATCA (moderator)*

*Dave Callen, Las Vegas Metro Police Dept.*

*John Drexler, Director for ATC Procedures, ALPA*

*Paul Flynn, NetJets Association of Shared Aircraft Pilots*

*John Peschio, Southwest Airlines*

*Jennie Sandland, Anchorage Center, NATCA*

10:40 am - 11:25 am | BREAK

11:25 am - 12:30 pm | PANEL

**Challenges of Integrating UAS into the NAS**

*Steve Weidner, UAS Rep., NATCA (moderator)*

*Marke "Hoot" Gibson, Senior Advisor on UAS Integration, FAA*

*Parimal Kopardekar, Manager, State Autonomous System Operations, NASA*

*Keziah Ogutu, Executive Vice President, Africa and Middle East, IFATCA*

*Steve Pennington, Executive Director, DOD Policy Board on FAA*

*Travis Mason, Chief of Staff, Project Wing*

12:30 pm - 1:45 pm | AWARDS LUNCHEON

1:45 pm - 2:45 pm | PANEL

**Aviation Weather**

*Opening Comments by Teri Bristol, FAA Air Traffic Organization Chief Operating Officer*

*Jim Ullmann, Deputy Director of Safety & Technology, NATCA (moderator)*

*Terry Biggio, Vice President, Safety & Technical Training, ATO (moderator)*

*Matt Cabak, Safety Focal, SUPCOM, ATO*

*Bruce Landsberg, Senior Safety Advisor, AOPA*

*Mike Schilz, Accident Investigation Board Member, ALPA*

*Matt Tucker, Weather Rep., NATCA*

2:45 pm - 3:30 pm | BREAK

3:30 pm - 5:30 pm | KEYNOTE ADDRESS

**Gordon Graham**

*The Five Concurrent Themes for Success*

5:30 pm - 6:30 pm | MEET & GREET

**CFS Sponsors and Exhibitors**

## WEDNESDAY AGENDA

7:30 am - 8:30 am | BREAKFAST

7:30 am - 11:00 am | REGISTRATION

8:30 am - 8:40 am | WELCOME

**Steve Hansen, NATCA Safety Committee Chair**

8:40 am - 9:30 am | KEYNOTE ADDRESS

**Michael Whitaker, Deputy Administrator, FAA**

9:30 am - 11:00 am | PANEL

**Improving Safety Through Collaboration**

*Opening Comments by Teri Bristol, FAA Air Traffic Organization Chief Operating Officer*

*Steve Wallace, Collaboration Facilitator, NATCA (moderator)*

*Vern Huffman, Collaboration Facilitator, ATO (moderator)*

*Jim Apone, MYR Facility Rep., NATCA*

*Jay Barrett, Human Performance Rep., NATCA*

*Nick Daniels, ZFW Facility Rep., NATCA*

*Jason Demagalski, Human Performance Manager, ATO*

*Tommy Graham, ZFW Manager, ATO*

*Bob Hildebidle, MIA Manager, ATO*

*Bill Kisseadoo, MIA Facility Rep., NATCA*

*Ricky Washington, MYR Manager, ATO*

11:00 am - 11:45 am | BREAK

11:45 am - 12:45 pm | PANEL

**International Air Navigation Service Provider (ANSP) Fireside Chat**

*Peter Duffey, President & CEO, CATCA*

*Daryl Hickey, President, Civil Air, Australia*

*Paul Rinaldi, President, NATCA*

*Paul Winstanley, Chair, ATCOS Branch, UK*

12:45 pm - 2:30 pm | LUNCH

**Speaker: Capt. Al Haynes**

2:45 pm - 3:45 pm | WORKSHOPS\*

3:45 pm - 4:15 pm | BREAK

4:15 pm - 5:15 pm | WORKSHOPS\*

### \*WORKSHOPS

- Human Factors in ATC
- Partnership for Safety
- Helicopter Emergency Handling
- ADS-B
- Safety Reporting
- Aircraft Accident Investigation and Litigation
- Collaboration
- Air Traffic Training
- Unmanned Aircraft Systems

6:30 pm - 7:30 pm | RECEPTION

7:30 pm | BANQUET

**Keynote Address: Michael Huerta, FAA Administrator**

